

AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph beginning on page 1, line 5 with the following rewritten paragraph:

Pneumatic tires, which are pressurized air-filled tires, have proven **[[value]]** valuable in providing a comfortable ride with optimal load-carrying capabilities for a variety of vehicles. Consequently, pneumatic tires have become the standard in virtually all passenger tire and high speed wheel applications, and more specifically, in almost every aircraft, automobile, truck, van, bicycle and the like, where ride quality and comfort is an important part of the performance of the vehicle. Pneumatic tires have also been successful in low speed applications, such as on tractors, carts, and the like, where load carrying capability is important. However, the tire carcass in pneumatic tires are susceptible to cracks, punctures and/or other damage causing release of the air trapped inside and resulting in the tire going flat. A flat tire may simply cause inconvenience, by requiring a repair and/or loss of use of the vehicle, or may render the tire unusable and cause more of a financial burden, particularly in industrial applications, by requiring costly tire replacement. The consequences of a flat tire might also be far more dire. For example, a tire suddenly going flat, such as a blow out, can be life threatening, particularly to passengers traveling in the vehicle at high speeds.

Please replace the paragraph beginning on page 2, line 20 with the following rewritten paragraph:

More technically advanced non-pneumatic tires have been proposed utilizing various materials having greater performance characteristics ~~[[then]]~~ than the previously developed rubbers. Particularly, solid non-pneumatic tires formed from polymeric materials, such as polyurethane, have been developed. However, while solid polyurethane tires are capable of carrying higher loads with a smoother ride, they are generally heavier and prone to faster wear and breakdown than pneumatic tires. In addition, solid polyurethane tires are subject to “chunking” (sections separating from the tire body) and are easily cut when used in aggressive applications and/or on rugged terrain. Further, solid polyurethane tires also have reduced traction characteristics as well as UV and ozone resistance when compared to pneumatic tires.

Please replace the paragraph beginning on page 14, line 3 with the following rewritten paragraph:

Tube 12 further includes two or more circumferentially spaced openings 24 or slots cut along inner circumferential surface 14, or proximate the interior diameter of tire 10. As illustrated in Fig. 1, tire 10 includes 8 rectangular-shaped openings 24 (only 3 are shown) longitudinally extending in the direction generally parallel to the circumference of tire 10. While so illustrated, however, the invention is not so limited and tube 12 may include as few as 2 separate, independent openings 24 or as many as desired. For example, in one embodiment, tube 12 includes between 4 and 12

openings 24 evenly spaced along inner diameter 14. Further, the specific dimensions of openings 24 may vary, as desired. For example, and in one embodiment, each opening 24 is rectangular in shape having a width ranging from about 0.2 inches to about 0.8 inches and a length ranging from about 0.5 inches to about 1 inch. Each opening 24 illustrated in Fig. 1 is generally about 0.5 inches in width and about 0.75 inches in length. The specific dimension of openings 24 in general, as well as the number of openings 24, **[[effect]]** affect the properties of the tire. For example, larger dimensioned openings 24, as well as a larger number of openings 24, will generally reduce the integrity and/or the durability of tube 12. It has been found that about 8 openings 24, each having the dimensions described in connection with Fig.1 has produced good durability relative traditional non-pneumatic tires. Openings 24 may also be sized as needed based upon the method of filling the fill composition 26 in tube 12, as will be described herein with respect to Fig. 2.